

10 Second Risk Management

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We have all had our introduction and training in the ORM program. Many wonder how to apply the program in every day life. Many people have been doing risk management all their life and some have not. ORM looks complicated but can be applied quickly and easily in ten seconds or less. You can identify the vast majority of serious hazards, figure out how to control most of them and put your plan in motion in under 10 seconds.



Most of us know people who are “accident prone.” Do you believe there is such a thing as being accident prone? I believe people who frequently have accidents are poor managers of the risks they encounter in their daily lives. I don’t believe “Stuff Happens”. In many cases an individual has some control over their environment and can prevent “Stuff” from happening to them. I will illustrate my point with some actual mishaps.

Recently a deployed troop wanted to eat some soup. He placed a can of soup (unopened) on a pot belly stove in the tent. After heating the soup, he opened the can. While opening the can it exploded, spewing mostly on his face; to include his forehead, bridge of his nose, his right eye region, right cheek and a portion of his neck. The member sustained first and second degree burns. He was wearing glasses which spared his eyes from being burned. Is this a case of “Stuff Happens” or did he create a hazard for himself when he deviated from his normal method of heating soup?

Three friends wanted to visit another friend 90 miles away. On 30 December around 2230 the three of them drove to their friend's house and arrived there around midnight. They all sat around talking for 2 or 3 hours and then fell asleep. They wanted to be home early on 31 December so they awoke around 0600 and headed home. The front passenger seat occupant was wearing a seatbelt. The driver and the back seat passenger were not wearing seatbelts. Both passengers were asleep. They were 25 miles from home when the driver fell asleep. The vehicle was traveling at approximately 70 mph in a 55 mph zone. The vehicle veered off the road, struck the guardrail and then came to rest against a pole. The driver was partially ejected and later died due to his injuries. The front seat passenger lungs were both punctured, his left clavicle was fractured and he received 8 stitches to his head from a cut. He also had a concussion. The rear seat passenger received a broken leg and other minor cuts and bruises. The root cause of this mishap occurred when they planned the trip without allowing sufficient rest.

Now many of you could see the danger in each of these scenarios as they unfolded and some did not. Ten second risk management can be used as a tool to discover and then manage, minimize or even eliminate the risks by taking control of the situation at hand. Let's take the familiar six step risk wheel and break it into three sections.



In the next example we will accomplish each pair of steps in only a few seconds. In this short period of time you should be able to identify all of the most serious hazards, identify how you can reduce the hazards by managing, minimizing or eliminating risk and place your plan into action.



Look at this photo of the view out the front of a pickup truck. In just a few seconds what do you see?

1. Identify the Hazards: Limited visibility due to the fog and a hill. You are unfamiliar with this road and have no idea what is on the other side.

2. Assess the Risks: Due to the fog and hill obstructing your vision you will have difficulty seeing traffic or obstructions on the road.

Now still using the photo above run the next two steps. Remember to take only a few seconds.

3. Analyze Risk Control Measures: You have no control over the weather but you can control your speed.

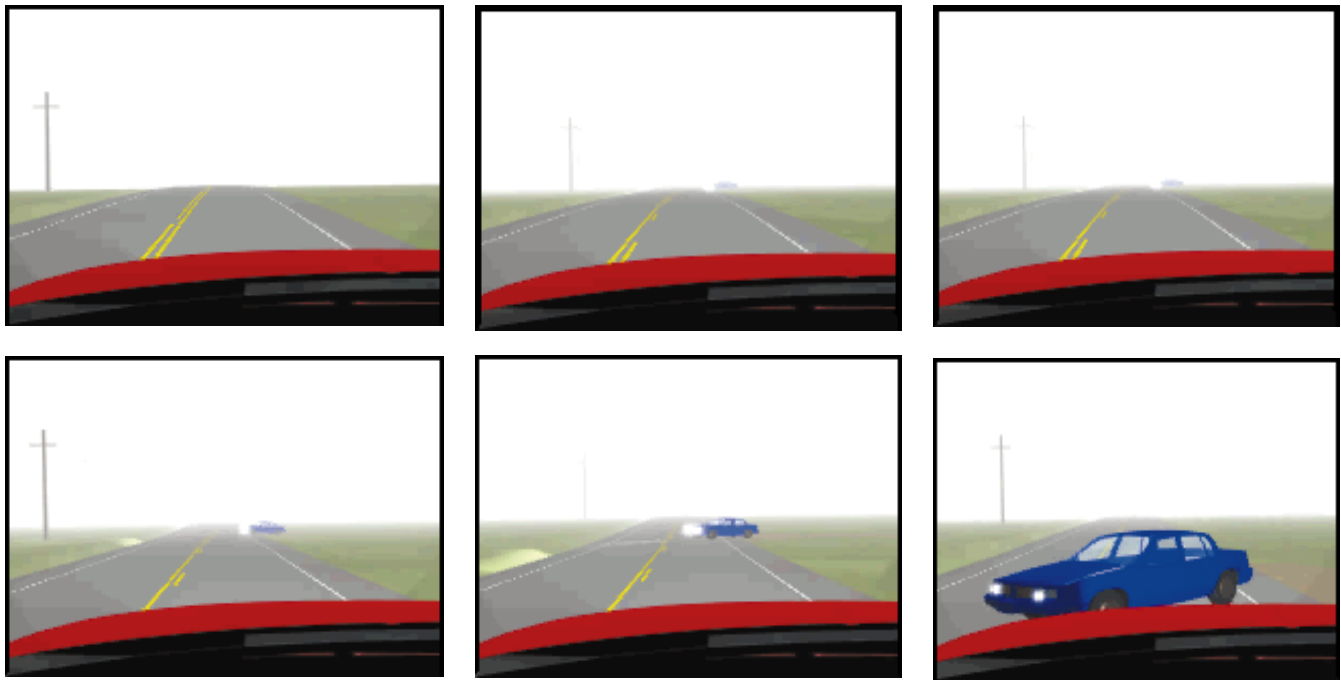
4. Make Control Decisions: Slow down. This is the only option available to you.

Finally, run steps 5 & 6:

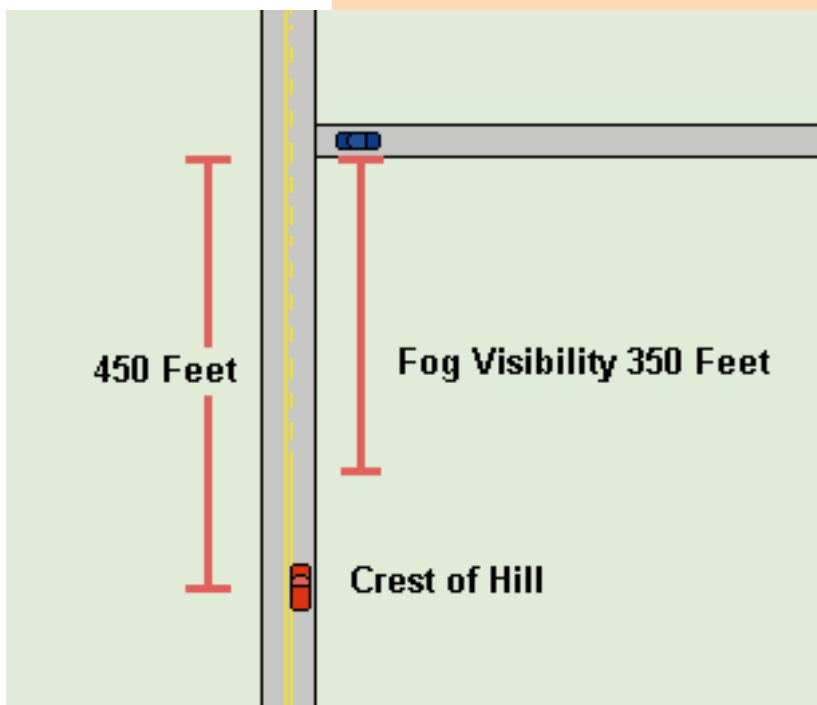
5. Implement Risk Controls: Slow down to a safe speed.

6. Supervise and Review: Assess whether or not your new speed is slow enough for the conditions and adjust as needed.

Now all that can be accomplished in less than ten seconds. Now let's see what the consequence of driving too fast in foggy conditions can result in. Look at this series of images taken from this accident simulation.



In the above scenario, the driver did not adjust his speed for the conditions. The posted speed limit on this road is 55 mph. The driver was doing 75 mph. In the diagram below you see an overhead view of the accident scene.



From the crest of the hill to the intersection is 450 feet. The visibility in the fog is only 350 feet. In the chart below stopping distance at 55 mph is 403 feet which includes 201.6 feet to react and 201.9 feet to actually stop the vehicle. At 75 mph the total stopping distance is increased to 650 feet. Both of these distances exceed the total distance you can see in the fog. If the driver had reduced his speed to 45 mph, the stopping distance would be 300 feet, leaving an extra 50 feet.

Initial Speed	Reaction Distance	Deceleration Distance	Total Stopping Distance
35 mph	128.3 feet	81.7 feet	210 feet*
45 mph	165.0 feet	135.2 feet	300 feet
55 mph	201.6 feet	201.9 feet	403 feet*
65 mph	238.3 feet	282.1 feet	520 feet
75 mph	274.9 feet	375.6 feet	650 feet
80 mph	293.3 feet	427.3 feet	720 feet
90 mph	329.9 feet	540.8 feet	870 feet
100 mph	366.6 feet	667.7 feet.	1034 feet
*1999 officially recognized DMV reaction plus deceleration distances are given at: DMV			

The Department of Transportation has already measured the distances and calculated the maximum safe speed for this road at 55 mph based on clear, dry road conditions. In effect, they already completed the six steps for you. All you need to do in those conditions is drive the speed limit or less. In less than ideal conditions use ORM and make the speed adjustment.

In this last example you see just how easily you can apply ORM to everyday life.

If you own one of these saws you know how dangerous they can be. This tool is very unforgiving of errors. Chain saws can, without any warning, kick back as you are cutting wood. I personally know of two people who had a chainsaw kick back and hit them in the face. One was hit right between the eyes at the bridge of his nose and the other just to the right of his right eye.



The last time I needed firewood I ran the six step process in less than ten seconds and...



**Hello, Acme
Firewood?
I need a cord of wood
delivered to 123 Safety
Lane.**

Now that is ORM in its simplest form! I assessed the risks, assessed the control measures and decided to eliminate the risk by ordering wood to be delivered to my house. The reward for cutting my own wood was not worth the danger.

ORM can be applied in every part of your life, work, recreation, vacation, and your drive home from the office. Each activity can present hazards you must react to. The ORM process can be used hundreds of times a day to deal with all the dangers life presents you. Take control of what you can and don't let "Stuff Happen" to you!